



SHELVOKE & DREWRY ENTHUSIASTS' CLUB NEWSLETTER

Volume 2. Issue No. 4.

Winter 2011.

From the Editor.

This is the time of year at which traditionally we look back over the year that has almost passed and look forward to the year to come, we remember our families and loved ones, and we think of our friends. So I send you my very best wishes for the festive season and trust that 2012 will bring you joy and fulfilment.

On this page I report on a memorable day last Saturday. Then on Page two I update you with news of SD vehicles that still survive along with correspondence I have received. Page three is taken over by an advertisement from 1977 and on our back page we show how the humble SD has appeared on the silver screen and remember the remarkable crash tenders produced by the SPV Division. Since ceasing publication of the paper edition of the magazine I feel that I've lost touch with some of you and I'm always delighted to hear from you.

With best wishes **Brian Carpenter. 1st December 2011.**

NOVEMBER NOSTALGIA.

Last Saturday, 26th November I made an early start to travel south from my home in West Yorkshire. Traffic was light on the A1 and I arrived early for my appointment in Letchworth. So I diverted to Icknield Way.



Photo: Icknield Way/Cromwell Road junction.

Not the Icknield Way I knew as an apprentice over 50 years ago. On the corner of Cromwell Road the brick wall remains, but little else tells of the wonderful history of Shelvoke & Drewry manufacturing on this spot. However the wall reminded me of sunny summer lunchtimes when as apprentices we'd clamber onto this wall and watch the girls go by. Happy memories! But better yet was still to come.

My next port of call was the Letchworth Golf Club where due to the efforts of Bob Bowker and Stan Quin some 35 former SD apprentices met for a splendid reunion lunch. There were a surprising number of people who I remembered from my days at S&D.

When we had all eaten Bob Bowker shared a few of his memories with us. Then Stan Quin outlined for us the very different characters who had combined to form the Shelvoke & Drewry Company. The autocratic Harry Shelvoke combined with the creative genius of James Drewry. Stan's service with S&D stretches back to before

the Second World War but Colin Humble and Vic Negus, who were both able to be present, aren't so very far behind. Stan reminded us that the success of any Company is reliant on a well trained work force and he believes that SD's apprenticeship scheme would have served the Company well into the future.

Other former apprentices then spoke briefly about their youthful memories and we were all agreed that we'd been privileged to have been trained in this way.

Our thanks are due to Bob Bowker for arranging this day and to Stan Quin who obtained the venue for us. I feel sure that I speak on behalf of everyone in saying that it was both a highly enjoyable event and a memorable reunion.



A few of the ex-apprentices reminisce over lunch.

Eric Salmons.

At the reunion lunch we received the sad news that Eric Salmons died recently. Eric played a major part in the design of the Freightlifter and Defiant fork lift trucks. He contributed a major article to the Enthusiasts' Club Magazine in Spring 2005. We offer to his family our condolences.

THE EDITOR'S POSTBAG.

A Freightlifter Dualdrive in Hull.

By email Glenn Ramsden wrote to say that in the 1970's he worked for a transport company in Hull driving an old SD Freightlifter fork truck. Glenn says that it was bought secondhand and was used for stacking shipping containers three high. It had two cabs on it one to operate the fork truck from and the other to use driving the device on the road.

Glenn was asking for any information on such a machine. I was able to supply him with photos and details of the Dualdrive Model 100. Glenn replied: "I was beginning to think I'd imagined things!" My guess is that the Freightlifter was formerly with British Road Services. As so often happened this SD gave stirring service many years after it left Letchworth.



The first Freightlifter Model 100 Dualdrive.

Demonstration Memories.

Barrie Woods, who was an SD demonstrator driver has been looking through his photos and kindly sent some copies to me.



The first photo shows him at the wheel of "my much loved TBN Demonstrator", in Barnstable in 1970 where he had a wonderful week travelling all over north Devon.



Having almost tipped the whole vehicle rearwards, as the load had stuck, Barrie couldn't resist the chance to get this shot which vividly shows the kind of situation one could get into with tipping bodies! Also taken at Barnstable in 1970.

A Surviving Defiant.

A correspondent wrote in by email after he had carried out an annual safety check on a Defiant fork truck. Still in regular use in a boatyard on Hayling Island the truck bears the chassis number HS80/10DS13. It is believed that this truck is ex-military as a further plate bears a broad arrow and the date 1972.

Great to hear of another surviving SD product.

From Northern Ireland.

Peter Johnston has sent in details from Irish Vintage Scene magazine of November 2011 which features the three SD vehicles which he owns. The Freighter Reg. No. **MI 2721** is shown resplendent in McCreath Taylor livery after a complete restoration by James McAleer of Fintona. We reported on the restoration in our Summer 2011 issue. Our thanks are due to Peter for keeping the Shelvoke name alive in Northern Ireland.

Defiant Fork Truck at Rotherham.



Following the report in our last issue Duncan Osborne has sent in a photo showing a new cab door on the Defiant fork truck at the South Yorkshire Transport Museum.



OK it's not General Motors but Letchworth, Herts is hardly Detroit, Mich. is it?

Perhaps in many ways that's just as well. You see, we know our limitations. Instead of vast production lines we've got lines of assembly bays, each with its own team who see the production of your Chassis through from start to finish. Instead of a vast inaccessible office block full of titles like 'Technical Customer Market Liaison Manager - Europe' we've got people with an interest in how we might help solve your operating problems. (And in the rare event of that not being possible, they'll be honest enough to say so). Our whole operation is geared to produce trucks to customer order

rather than churn out as many look-alikes as we think we can sell. (And besides if you're only in the market for that kind of truck there are plenty of people who'll jump at the chance.) Doing it our way means we can take time to look at your operational requirements before designing and building the trucks to match them. That might take a little longer, but the amazing thing is that it's not as expensive as you might think. And if you're in the kind of business where ordinary trucks die young, an SPV is going to be worth the difference. There's no need to worry about After-Sales Service either, we've

been in the vehicle industry for over fifty years and with our Municipal Vehicles already operating throughout the U.K., Africa, Asia, and Middle East, it's always something we've taken very seriously. If you would like to know more about our SPV Range why not contact Alec Taylor, Special Purpose Vehicle Division, Shelvake and Drewry Limited, Letchworth, Herts SG6 1EN England. Telephone Letchworth (046 26) 6555 Telex 825556

This advertisement kindly sent in by Chris Phillips.



I'M THE STAR!

From time to time we've featured SD's that have appeared on TV or film. It's quite a rare occurrence. An SD Freighter appeared in **Not So Dusty** (1956, Bill Owen, Leslie Dwyer)

In this film two dustmen come into possession of a valuable book which they try to sell. And it even has Bill Owen singing! As always with this sort of film there is a chase at the end, which is on an SD Freighter in the livery of the Borough of Twickenham.

Veloia's Freighter gully emptier **JL 4881** was in "The End of the Affair" based on a Graham Greene novel which was made in 1998, and the SCHVPT's ex-Epsom & Ewell Freighter **BPL 73** appears briefly in the film of Dad's Army from 1971.

'W' types are to be seen in Womanateer [1958], Food for a Blush [1959], Carry on Constable [1960] and The Servant [1963].



251 BJD Photo: Peter Jarman.

Clive McDonald's TZ recovery vehicle **251 BJD** is in The Life and Death of Peter Sellers [2004] Peter Sellers' red Bentley is towed away by the vehicle in a scene set during the making of **The Millionaire** in 1960. Strange since the 'TZ' is a 1966 production in its original form!

SPV Fire appliances were an essential part of London's Burning Film and Series 1 - 2 (1988 - 1989) **GYW 628W** and **YHV 194T** Shelvoke & Drewry WX / CFE ex-London Fire Brigade, were used for two series plus reserve for an additional three.

Steve Jones, from the Isle of Wight, has written in with memories of an SD 'N' type Revopak shown in the popular 1980's TV programme 'Minder'.



George Cole as Arthur Daly and Dennis Waterman as Terry McCann, his minder, were seen with the

vehicle outside a Police station and the Blue Anchor pub. "I don't know why" Steve added. But Steve does know that the Revopak was borrowed from the London Borough of Hammersmith & Fulham, so it will have had a maroon coloured cab. The Council's logo on the cab door was concealed by a sticker. Does anyone remember this episode of Minder?

So quite a few Shelvokes could claim : "I'm a star!"

AIRPORT CRASH TENDERS.

When Ken Reid from St. Andrews kindly sent me a list of his photos of SD's it gave me a list of the locations for some of the Shelvoke SPV airport crash tenders.

A 1974 version with Carmichael equipment was at B Ae Filton Reg. No. **YBM 867 M** Also with Carmichael equipment was **Q 45 FDF** built in 1976 which was originally at Cardiff, then moved to Carlisle before moving once more to Staverton in Gloucestershire. Also from 1976 was Leeds-Bradford's **TUA 743 R** equipped by Carmichael. East Midlands airport had two Shelvoke/Carmichaels a 1977 version Reg. No. **GWP 198 S** and an un-registered 1978 tender. B Ae Dunsford's Shelvoke/Carmichael Reg. No. **EGO 852 T** originated from 1978. Blackpool airport had a 1981 tender with Carmichael equipment Reg. No. **FCK 820 W**.

Humberside airport's **SAG 845 W** from 1981 is the sole example with Angloco equipment.

It is also known that Shelvoke crash tenders operated from the Isle of Man airport and Unst in the Shetland Islands.



Jake Saunders sent in this photo of a crash tender on test. Can anyone add to the list of locations given above?

THANKS.

My thanks are due to the many people who have contacted me and without whom this Newsletter would be impossible. Some of the items in this issue have been held on file for quite a long time and I thank you for your patience in waiting for them to appear.

The next Newsletter will be on the Website by 1st March 2012.

Brian Carpenter – Editor.

The Shelvoke & Drewry Enthusiasts' Club Newsletter is published four times a year on 1st March, 1st June, 1st September and 1st December. Items for inclusion may be e-mailed to me at:

[pinnerboy\[at\]btinternet.com](mailto:pinnerboy[at]btinternet.com)

Brian Carpenter – Editor.